

PORT OF KEMI Ltd.
NETWORK STATEMENT
2019

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1. INTRODUCTION

The Network Statement is published in accordance with the Railway Act (304/2011) and Directive 2012/34/EU of the European Parliament and of the Council establishing a single European railway area. The Network Statement is published each timetable period. This Network Statement for the timetable period 2019 is the second Network Statement published by Port of Kemi.

The Network Statement is published for the use of applicants for rail infrastructure capacity. The Network Statement describes the access conditions for railway network owned by Port of Kemi, the state-owned railway network and its characteristic features, capacity allocation, services supplied to railway undertakings, the infrastructure charge and the charging principles. The Network Statement specifies in detail the basis for the infrastructure charge and the general rules, deadlines, procedures and grounds applicable to capacity allocation.

The Network Statement is an informative document instead of a regulation given by Port of Kemi. Information published in the Network Statement does not affect the instructions issued by Port of Kemi or the regulations issued by the Finnish Transport Safety Agency (Trafi).

2. GENERAL INFORMATION

2.1 Liability and contact information

The liability concerning the rails is described in Port of Kemi's safety management system of rail road tracks.

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2.2 Publishing

The Network Statement for 2019 is published on the websites of Port of Kemi

<http://www.keminsatama.fi/en/home.html> and the Finnish Transport Agency

<https://www.liikennevirasto.fi/web/en>

3. ACCESS CONDITIONS

3.1 Usage of the rail road network

The prerequisites of access to infrastructure is described in the Railway Act (304/2011) and in the Council of State's degree (1490/2015) Common Requirements of the usage of the rail road network.

- For the railway operator or international grouping of railway operators, an operating licence issued by the Ministry of Transport and Communications in accordance with the Railway Act or a corresponding operating licence issued in the European Economic Area is required.
- The railway operator shall have a safety certificate in accordance with the Railway Act, issued or approved by the Finnish Transport Safety Agency, which covers all the train paths on which traffic will be operated.
- The railway operator is required to have a valid liability insurance.
- The shunting instructions of Port of Kemi are to be obeyed by railway operator operating at the rail tracks of Port of Kemi.

3.2 The operating rules and regulations

The Finnish Transport Safety Agency has admitted a safety Certificate for Port of Kemi, the certificate is valid for 18.2.2014 – 17.2.2019.

The instructions concerning operating on rail are detailed in the Safety management system and in the Shunting- and track work safety guideline of Port of Kemi.

4 THE RAILWAY NETWORK

4.1 Size of the railway network

The railway network of Port of Kemi includes app. 6 km rail road tracks located in Port of Kemi in Ajos.

4.2 Interfaces to other rail roads

The tracks owned by Port of Kemi interface to the tracks owned by the Finnish Transport Agency. The interfacing point is marked on the rail road track scheme.

4.3 Description of the railway network

The capacity of the tracks used on the rail road network varies. The nominal track gauge on the railway network is 1524 mm. The railway network is described in the rail chart.

4.4 Properties of the railway network

- The maximum permitted axle load for the rail road network is 225 kN
- The maximum speed allowed is 20 km/h
- There is no electrificated tracks on this network
- The types of rails vary; 54E1, K43, P37, K30 and P50

4.5 Dangerous goods

In domestic rail transport, the laws and regulations of the Act on the Transport of Dangerous Goods (719/1994, as amended), applicable to all transport modes, the Government Decree on the Transport of Dangerous Goods by Rail (195/2002, as amended) and the Finnish Transport Safety Agency's (Trafi) Regulation on the carriage of dangerous goods by rail are obeyed. Port of Kemi informs the operator of the network for possible restrictions of the network.

5 CAPACITY ALLOCATION

The legal framework of capacity allocation is described in the Government Degree 1489/2015. At this moment, one operator is using the rail road network of Port of Kemi. Rail operator operates independently following the guidelines of the shunting instructions of Port of Kemi.

As the administrative of the rail road network, Port of Kemi has the right to make changes in the usage of the rails.

6 SERVICES SUPPLIED TO RAILWAY OPERATORS

The services Port of Kemi is supplying are places for loading and unloading. These places are located on tracks 050, 051, 031, 022 and 021 (attachment 1). Loading and unloading places are available for all rail road operators. Port of Kemi does not offer cargo handling services.

7 CHARGES

7.1 Infrastructure charge

No charge of using the rail road network of Port of Kemi is being commissioned from the operator. From the goods transported using tracks 040, 050 and 051 (so called Northern Mine track), a charge of goods (€/ton) is being charged from the forwarder or the owner of the goods.

7.2 The amount of the infrastructure charge

No charge of using the rail road network of Port of Kemi is being commissioned from the operator. The charge collected from the goods transported via the Northern Mine track is based on the expenses caused by maintaining the network and the required rates of the return. When calculating the expenses, the capital costs of the rail road and the construction costs of the rail road port system, the costs of maintenance, administrative work and outsourced services are taken into account. Port of Kemi decides the rate of the infrastructure charge for every calendar year at the time.